nearest St. George's-hall. The style of architecture (according to the local *Chronicle*) is not yet determined on, but it is presumed that it will be in keeping with that of the south end of St. George's-hall, nearly opposite to which it is to be erected. The upper apartments will be attached to the Queen's Hotel, whilst the lower buildings will be appropriated for other purposes. The foundation-stone of the new edifice was to be laid on Thursday.

Kingswinford.—Nearly forty puddlers in the employ of Messrs. Bradley, Foster, and Co. at Shutt-end, near Kingswinford, were brought before the local bench of magistrates on Thursday last, to answer a charge of neglect of work. They had "struck" in consequence of being refused an immediate advance of wages, although Mr. Foster promised they should have it on 1st October. One of them was committed to gaol for a month, and seven for fourteen days, while all the others were fined 40s. each and costs.

Kidmore-end, Oxon.—The new district church here, dedicated to St. John Baptist, was consecrated, on Friday week, by the Bishop of Oxford. The church is in the Early English style of Gothic architecture, from a design by Mr. Arthur Billing.

Grantham.—The rival corn exchanges here are both nearly finished. The opening of the building in Westgate, says a local paper, "has been announced for to-morrow, but a sort of spontaneous opening took place on Saturday last. The day being very wet, the farmers and factors went for shelter under the portico, and then into the building, and filled it. Thus the rain drove them in, and almost compelled them to adopt it for their market, although the scaffolding had not been removed. It is said that a great deal of business was done, and that 2,000 quarters of corn were sold there. The parties interested in the rival building, in High-street, expected to open it for business to-morrow; but were in doubt whether some window-frames for the roof would arrive in time. This is the largest room, but the one in Westgate has the great advantage of being on the spot where the market has hitherto been held, and towards which the farmers and others from habit naturally direct their steps."

Coventry.—The actual work of making the surface drainage of the new streets in Hill-fields, says the *Coventry Herald*, commenced on Monday last, under the direct supervision of Mr. Robinson, the surveyor, recommended by the General Board of Health. We understand the local board will shortly advertise for a surveyor to undertake the examination of building plans, and the general business of the Local Board of Health.

Bradford.—A mill for the manufacture of alpaca fabrics is being erected, we are told, near Bradford for Mr. Titus Salt. It will cover six statute acres of ground. The principal building will contain a room 540 feet long: the engines will be of 1,200 horse power; and there will be 5,000 gas-lights, consuming 100,000 cubic feet of gas a day. In addition to this extensive factory, Mr. Salt is building 700 cottages for the workpeople in its immediate neighbourhood. The cost has been spoken of at upwards of half a million sterling!

Doncaster.—It is intended to apply for a faculty for the removal of the western gallery in the parish church. The vicar and archdeacon approve of the movement, but there is also a threatened opposition.

Burnley.—St. Paul's Church is making progress, and will, it is thought, be finished by Christmas. The foundation stone was laid on 10th January last. The church is in the Norman style of architecture, of about 78 feet by 76 feet, and will afford accommodation, without galleries, for about 750 persons: 357 sittings will be free.

Leeds.—At the present time, says the *Leeds Intelligencer*, the works in connection with the new sewerage in course of construction are proceeding with more than usual activity; and these operations being now carried on in Briggate, Woodhouse-lane, and other principal streets, the public traffic is in some measure diverted from its ordinary route. Sanitary meetings have been held in various wards throughout the town, with the view of getting it in order, as far as possible, before the arrival of the cholera.

Newcastle.—The foundation-stone of a new Presbyterian Church, in connection with the free or seceding Church of Scotland, and dedicated to John Knox (who was for a time one of the chaplains of Edward IV. in Newcastle), was laid on Tuesday in last week, on a site near the Roman Catholic Chapel in West Clayton-street. The architect is Mr. Dobson, and the contractor, Mr. Grainger; sub-contractors, Messrs. Gibson and Wilson. The cost will be 3,000*l.* including site. Of this amount 1,700*l.* are still to be realized.

Inverness.—The promoters of a new gas company in Inverness appear determined to go further than a mere threat of opposition to get down the price of gas. They have issued their prospectus, with a respectable array of names as a provisional committee. The capital (5,000*l.*) is purposed to be raised in 1,000 shares of 5*l.* each, and as soon as 500 shares are subscribed steps will be taken to form the company. The wisest course, as remarked by a local paper, would be for the old company to reduce the price of their gas a few shillings per thousand feet.

Dublin.—The unoccupied houses of Dublin are said to be six hundred less this year than last, owing to the compulsory closing of unwholesome cellars.

ELECTRO-TELEGRAPHIC PROGRESS.

Workmen have of late been engaged in laying down a new line of pipes along the Strand, to connect the General Post Office with the Admiralty, Houses of Parliament, and telegraph station at Charing-cross.

An amalgamation between the Electric Telegraph Company and the Irish Submarine Telegraph Company recently incorporated by royal charter, is being carried out for effecting the submarine telegraphic junction of Ireland with England, *viâ* Holyhead. The principle on which their cable now manufacturing at the Millwall works is constructed, differs from that hitherto adopted, and consists in insulating the interior wires by means of india-rubber as well as gutta percha. These, after being laid up or twisted into a rope, are passed through an anhydrous solution, and then covered with spun yarn, and formed into a hempen rope, which is again passed through another, but different, anhydrous solution. The whole is then passed through a wire-rope machine, worked by steam, which encases the core in a metallic wire-rope, formed of twelve separate strands of six wires each, or seventy-two wires, in all forming a solid three-inch cable. These plaits or close convolutions of wire are thought preferable to the single spiral wire, as calculated to give greater flexibility and strength, and to prevent any portion of the cable from being unstranded. As it is manufactured it is payed off the machine and formed into a flemish coil. The cable is 70 miles long, allowing 10 miles for contingencies, the distance from shore to shore being only 60 miles. There are to be four wires, making a total of 280 miles of copper wire, and of this 180 are completed.

A second line between Dover and London, in connection with the Continental telegraph, already laid, will be completed in a few weeks. It has been promoted by the European Telegraph Company, and is being laid down *along the old coach road*, through Deptford, Greenwich, Shooters' Hill, Dartford, Gravesend, Strood, Rochester, Chatham, Sittingbourne, Faversham, Canterbury, &c. to Dover. The South-Eastern Railway Company, the proprietors of the present telegraph, would not sanction the formation of a second line of telegraph along their railway, and the plan was devised of laying the wires under-ground along the old road. Sanction was obtained of the different road trusts, and some 200 or 300 workmen are now actively employed day and night on the works. The copper wires, six in number, are encased in gutta percha; and being deposited in a kind of trough, constructed of kyanised timber, it is laid in a trench dug in the road, some foot and a half from the surface. Test boxes are erected every mile. A mile and a half of the line is completed every day. Six wires will be appertioned—two to Paris, two to Brussels, and two for the Mediterranean route. At present it is not known whether there will be an intermediate station between London and Dover. The telegraph is completed as far as Chatham from Cornhill.

A steamer was lately *en route* for Portpatrick, having taken on board, at Monkwearmouth, about 25 miles of wire, encased with gutta percha in the usual way, to be laid down between Portpatrick and Donaghadee. A further 100 miles, to be laid down between Harwich and Ostend, was then ready to receive the outer and final casement of iron wire, for which it was to be sent to Newcastle. England and Holland are soon to be connected in the same way. The 25 miles between London and Calais have now been in operation twelve months, and weigh 190 tons; and the electric current has not experienced any stoppage, even for a single moment. The wire has twice been caught by anchors of vessels, and on one occasion the anchor cable was cut away, and the anchor left connected with the wires.

On the anniversary of the present submarine telegraph, lately, two pieces of plate were presented to Captain F. Bullock, R.N. and Lieut. E. Burstall, R.N. who piloted the expedition between Dover and Calais at the laying down of the cable. A watch and appendages were also presented to Mr. G. Fenwick, who payed out the cable, and assisted in constructing it.

Some further consideration appears to have been given to a project, which we some time ago noted, for a line of telegraph, partly submarine and partly over land, between Europe and America, *viâ* Iceland and Greenland. The route, it is said, has been partially surveyed by two young engineers, Messrs. Harrison, brothers, who appear to consider the project as practicable. They propose, according to the *Mining Journal*, to "start from the most northern point of the main land of Scotland, proceed to the Orkney, Shetland, and Faroe Islands; from the most north-westerly of these cross to Iceland; from Cape North, in Iceland, to the eastern coast of Greenland; thence across the peninsula to a point on Davis's Straits, near the Arctic circle, crossing the Straits to a point near Cape Walsingham. The next and last submarine line would be across Hudson's Straits into Upper Canada, the wires then traversing the land to Quebec, from whence it would command the whole extent of the continent of America. By this arrangement the whole of the submarine line would, probably, not exceed 2,500 miles; but, being in detached portions, the longest of which, from the Faroe Islands to Iceland, would not much exceed 500 miles, the chances of practical success are greatly multiplied." How they propose to overcome or obviate the tremendous submarine influence of icebergs in Greenland or elsewhere, we do not know. The mere length of line, we think, might be no great obstacle. The Danish Government are said to be favourable to the scheme, and are willing to render every assistance as far as the route crosses their territories.

The route across the American continent, selected for the great Californian line of telegraph, extending over 2,400 miles, will commence at the city of Natchez, in the state of Mississippi, run through Northern Texas to El Paso, on the Rio Grande, thence to the junction of the Gila and Colorado rivers, cross at the head of the Gulf of California to San Diego, on the Pacific, and then skirt the coast to Monterey and San Francisco. The committee on the measure report to the Senate of the United States, that if this line of wires be established, the Pacific and Atlantic Oceans will, for commercial communications, become as one, and that intelligence will be conveyed from London to California and India in a shorter time than was required ten years since to transmit a letter from Liverpool to New York.

It appears that the total number of miles of telegraph in the United States is 27,177 independent of range of lines projected or in progress. About 17,383 miles are on the Morse system, and the remainder on that of House,

For better information on PDF Compression and OCR visit our website